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In the Specification:

Please amend paragraph [0029] as follows (changes are shown with ~~strikethrough~~ for deleted matter and underlines for added matter):

The pressure relief valve 102 also includes a plurality of holes 105 that are preferably located adjacent to the cap 103. There are preferably four holes 105, although in other embodiments, one, two, three or more than four holes may be used. ~~As is discussed further below, the holes 105 allow excess pressure to exit from the chamber 120 when the pressure in a tire rises to the predetermined pressure.~~

Please amend paragraph [0033] as follows:

Although the above description describes preferred embodiments, variations are also possible. For example, the position of the pressure relief valve may be reversed so that the flange of the cushioning member contacts the inner side of the tire rim and the detent contacts the outer side of the tire rim. Pressure from the tire then enters through the opening in the cushioning member and the pathway, applying a force against the sealing member and pin. When the pressure in the tire rises to the predetermined pressure, the pressure against the sealing member and pin will exceed the load of the spring. The spring will thus be further compressed and the sealing member and pin will no longer be biased against the pathway. With respect to the embodiment described in Figure 1, the ~~The~~ excess pressure will thus be able to exit out the throughway of the adjustment member. With respect to the embodiment described in Figure 3, the holes will allow excess pressure to exit from the chamber when the pressure in a tire rises to the predetermined pressure. It is therefore intended that the foregoing detailed description be regarded as illustrative rather than limiting, and that it be understood that it is the following claims, including all equivalents, that are intended to define the spirit and scope of this invention.